REPORT OF THE POSTMASTER GENERAL.

GENERAL.

Post Office Department, Dec. 2, 1841.

To the President of the Uni.ed States:

In the discharge of the duty of reporting to you the condition of the General Post Office, I have to regret that my recent induction into office will prevent me trom giving you that full development at this time so necessary to a clear understanding of the various and extended operations of a Department of Movernment, which derive their support from the National Treasury, the General Post Office looks for the means to continue and extend its operations to the income derived alone from a successful administration of the laws prescribing its duties and privileges.

The General Post Office, at first almost the creature of administrative discretion, necessarily so remains, to a great degree, at the present time. In its infancy, it required the constant and vigilant superintendence of its head to direct its affairs in such manner as to extend the sphere of its usefulness, commensurate with the increase and extent of population and business. Equal, if not greater, vigilance is demanded at the present day.

It is to be desired that, in the general administration of the Government, as little of discretion as possible should be left with those charged with public trusts; and I regret my acquaintance with the details of the Department, at this time, is so limited, as not to qualify me to suggest more specifically those improvements in the laws pertaining to it, whereby much of that description, heretofore exercised, might be restrained and profitably regulated by legislative enactments. The propriety of these remarks will be fully demonstrated by a recurrence to the history of the Post Office operations, from their commencement to the present time.

Post Office operations, from their commencement to the present time.

In 1790, the whole n umber of post offices in the United States did not exceed sevent-five; the number of miles of post road, 1,875; the revenue, \$37,936; the expenditures, \$32,140. In 1840, it will be seen that the whole number of post offices, in the United States was 13,488; the number of miles of post road, 155,739; the gross revenue for the same year was \$4,539,2 5, and the expenditure was \$4,759,110. The necessity of guarding, as far as practicable, by specific legislation, such an amount of income and expenditure, and the duties and liabilities of so many agents must be apparent.

the duties and liabilities of so many agents must be apparent.

As has already been remarked, the original design in the establishment of the Post Office Department was that its income should be made to sustain its operations. That principle ought never to be abandoned. Whilst the Department should not be regarded as a source of revenue to the nation, it should never become an annual charge to its Treasury.

Upon assuming the discharge of the duties pertaining to the office of Postmaster General, my first object was to investigate its financial condition; and it becomes my duty to inform you that I did not find it in that prosperous state which the demands upon it require.

that prosperous state which the demands upon it require.

The income of this Department is always liable to be affected by the fluctuations of the business of the cautry. It is increased or depressed in proportion to the increase or depression of that business.

Besides this cause of fluctuation in its income, other causes of a reduction more or less in every year, may be found in the increased facilities which the travel upon railroads and steamboats furnishes for the transmission of letters and newspapers by private conveyance; secondly, in the great extension, to say nothing of the abuse, of the franking privilege; thirdly, in the recent establishment of what are called private expresses, upon the gr. at mail routes of the United States; fourthly, in the frauds practised upon the Department, in evading, by various devices, the payment of the postage imposed by law. While all of these causes operate to lessen the revenue of the Department, the expenses of transporting the mail are not affected or lessened by them; and I respectfully suggest whether the evils to which I have referred do not deserve the serious attention of Congress, so far as to serve the serious attention of Congress, so far as to call for some more specific legislation, whereby they may be removed or suppressed.

The total gross revenue of the Post Office for the

The total gross revenue of the Post Office for the facal year, commencing on the 1st of July, 1840, and terminating on the 30th June, 1841, was \$4,379,217 78; the total expenditure for the same time was \$4,238 39. In this year the expenditures exceeded the revenue by the sum of \$187,920 61. A statement of the expenditures more in detail, will in due time, as required by law, be reported to Congress.

The precise income and expenditure of the General Post Office cannot be known in any one year, until the close of the fiscal year, and the settlements of all accounts have been completed. Consequently, any statement of expenditure and income, for the present year, is liable to the fluctuations and changes incident to the peculiar character of the service.

to the peculiar character of the service.

The expenditures and income of the Department for the current year may, upon estimate, be stated in

round numbers as follows:	
Total amount of revenue derived from pand all other sources -	stages, fines, \$4,380,000
Expense of mail transportation	\$3,145,000
of per centage remain unchanged - Ship, steamboat, and way letters -	1,015,000
Incidentdal expenses, including banks, stationary, printing, &c.	310,000
Total estimated expenditure	\$4,490,000
Total estimated income	4,380,000

the Department, to recommend a reduction of the rates of postage, as now fixed by law, but invite a modification of them so far as to make the U. States, and solicit a revision of the laws regulating the postage on newspapers. I do not desire that the rates of postage on newspapers, I do not desire that the rates of postage on newspapers, I do not desire that the rates of postage on newspapers proper should be increased, though much might be saved to the Department if the principle of pre-postage was applied to meswapers, provided such regulation was deemed acceptable to the necessity of the enactment of some law by which a just descrimation may be made in the imposition of newspapers, but which are, in fact, the re-publication of hooks, reviews, and novels, sent through the post office, not always to subscribers, but in large masses to agents, to wend in the markets of the more distant cities, and the experiment of the partment. The great number of these large publications which have been such by the mail from Baltimore to Wheeling has mainly contributed to the fracquent irregularities of the Western mails for the last welve months. I respectfully inquire whether it is just that the United States until shall be compelled to expect the publisher, while the letter of friendship or of business is taxed with twenty-five cents postage between the same points.

I have already alluded to the establishment of what are called private expresses, for the carrying of letters, packages and newspapers, upon the post to proper than the publisher, while the letter of friendship or of business is taxed with twenty-five cents postage between the same points.

I have already alluded to the establishment of what are called private expresses, for the carrying of letters, and points.

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I have already alluded to the restablishment of what are called private expresses to the proper addition, made to the publisher

packages and newspapers upon and over the packages and newspapers upon and the packages and newspapers upon and the packages and newspapers upon and the packages and to what extent, I am not fully informed; but the information communicated to the Department induced me to avail myself of the services of the First Assistant Postmaster General while on a temporary wait of business to Philadelphia, to collect and report to me such information upon the subject as his other engagements would permit; and I have the honor now to submit to you his report.

Another report from the First Assistant Postmaster General, herewith submitted, will present you with a detailed statement of the amount of mail service for the year ending the 30th June, 1841, and the rate of cost for the same in each State and Territury, distinguish for the same in each State an

salded, approve what has been done; and I will not allow myself to believe that those whom it most immediately affects will yiew it in an iliberal spirit.

Should Congress, however, not approve of this measure, they will have it in their power, before the order takes effect, to arrest its force; and will ino doubt adopt the necessary measures to require the reduction of mail service, or to provide the means of paying the balance which will be due to contractors at the end of the year.

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Abother report from the First Assistant Postmaster General, herewith submitted, will present you with a detailed statement of the amount of mail service for the year ending the 30th June, 1841, and the rate of cost for the same in each State and Territory, distinguishing between each character of service. By this report it will appear that the United States mail was transported on railroads and steamboats 3,946,450 miles, at the cost of \$595,843; on horse and in sulkeys 12,088,862 miles, at a cost of \$781,897; in stages and coaches 18,961,213 miles, at the cost of \$1,791,635; making a total aggregate of annual transportation of 34,996,525 miles, at the rate of cost of \$3,159,375.

The act of 1838 declares that "each railroad within the limits of the United States which now is or hereafter may be completed shall be a post road;" and in that law, and the act of 1839, provisions limiting the amount beyond which the Postmaster General is prohibited from paying for the transportation of the mail on railways will be found.

Great embarrassments to the Department have arisen in the making of contracts for the transportation of the mail with many of the railroad companies, under the laws now in force. These embarrassments arise mainly from two causes: the one, that the price which the Department is enabled to pay, whether in reference to its means or the maximum fixed by the legislation of Congress, has been deemed inadequate by many of the principal companies. The other arises from an unwithingness on the part of some of the companies to run by a schedule prescribed by the Department to run by a schedule prescribed by the Department of the transportation of the mail as secondary to the transportation of the mail on the contract of the transportation of the mail on the part of some of the companies, under the laws now in force. These embarrassments arise mainly from two causes: the one, that the price of Rail Roads in Great Britain, and one in Ireadistic that the probability of the transportation of the mail on the pri

165-	which the Department is enabled to pay, whether in	tables :				President Tyler has proved himself a Democrat in	n
to	reference to its means or the maximum fixed by the	Name Total	Rec	ninte 1	Length	the true sense of the term. His republican pa-	12
ey	legislation of Congress, has been deemed inadequate	weekly Re				rentage and schooling have not lost their influence	te
he	by many of the principal companies. The other arises	"""	We we	TOTAL CONTRACT	t miles.	upon him.	a
	from an unwillingness on the part of some of the com-	Birmingham and Derby,		£291	48	The "Fiscal Agent" we have little doubt, with im-	
nd	panies to run by a schedule prescribed by the Depart-	Birmingham and Gloucester,	1862	381		material modifications, will be adopted by Congress	
11	ment-preferring to run at such times as will best suit	Chester and Birkenhead,	446	291	481	His ideas in regard to the Tariff, and his recommen-	
A.B	the travel upon the road-regarding, as it is natural	Eastern Counties,	824		141	dations touching the Navy, are such as might be ex-	
ed	for them to do, the carrying of the mail as secondary	Glasgow and Ayr,		47	17	pected from a descendant of old Governor Tyler of	S
e-	to the transportation of passengers. The latter evil	Glasgow and Paisley,	819	28	401		100
ue	has been particularly felt in the great Southern mail,			337	22	Virginia, and an American of liberal feelings and en-	Le
	on its transit from Washington city to New York.	Grand Junction and branches,	9049	76	119	larged views. Take it all in all, the message of Pre-	W
rai	The mail going South from New York is necessarily	Great North of England,	1339	331	44	sident Tyler creates an era in the politics of this coun-	d
til	thrown upon the Philadelphia and Baltimore railroad	Great Western,	12992	103	1171	try, which will not be without its influence on the fu-	
all	in the night, between Philadelphia and Baltimore;	Hull and Selby,	955	31	304	ture action of the Government. We await the pro-	
ny	and the Southern mail for New York is compelled to	Lancaster and Preston,	. 514	25!	201	ceedings of Congress in reference to its suggestions,	86
ent	lie over twelve hours in Baltimore, unless the Phila-	Liverpool and Manchester,	4685	151	31	with entire confidence that they will not disappoint	r
nt		London and Birmingham,	16148	1423	112)	popular expectations.	ic
	delphia cempany can be induced to run that trip also	Aylesbury branch,			71	From the Lowell Courier.	D
nt	in the night. This they have declined doing, unless	London and Blackwell,	668	1781	31		di
in	the Department would pay them a compensation	London and Brighton,	2218	471	48	On the currency question, the President offers a	tl
33	greater than is authorized by the laws of Congress.	London and Croyden,	491	462	87	brief outline of his plan for the Fiscal Agent. It	n'
	Under a hope that some arrangement could be made,	London and Greenwich,	779	208	32	does not differ materially from that which has been	V
es,	at least during the session of Congress, if no longer, 1	London and South Western,	5607	731	76	previously ascribed to him. It is certainly somewhat	fe
NO.	addressed to the presidents of the railroad companies	Manchester, Bolton, &c.,	1586	582	10	original in some of its features. Its object is to se-	-
-	concerned in the transportation of the mail between	Manchester and Birmingham,	313	621	491	parate the purse from the sword, to establish a sound	100
00	the city of Washington a letter, a copy of which,	Manchester and Leeds.	4348	87	56	currency on good basis and facilitate exchanges. We	1
	and the report of the First Assistant Postmaster Gen-	Midland Counties,	2658	462	57	are to wait for the report of the Secretary of the Trea-	-
00	eral upon this subject, are herewith submitted.	Newcastle and Carlisle,	1501	95	60	sury for the details of the plan. What will be the	
00	An anxious desire to effect some permanent arrange-	Northern and Eastern.	890	341		operation of this plan, we know not, neither do we	to
	ment with the railroad companies for the transporta-	North Midland,	4331	591	281 721	feel willing now to conjecture. It may operate well,	De
00	tion of the mail, upon a basis which shall be both just	North Union,	1118	48		and do all that a bank can do. Time can best settle	10
955	and uniform, considering the nature of the service	Preston and Wyre.	249		22	the question. As the President is deadly opposed to	u
00	performed by each, induced me to invite a meeting of	Ulster, (Ireland,)		123	191	all bank projects, and as no other Fisbal Agent can	bi
00	the Presidents of the different companies, in the city	York and North Midland,	203	251	8	be obtained than that recommended by him, we trust	Ir
~	of Washington, on the 1st of January next; and I	York and North Midland,	1655	72	231	that Congress, after an examination of the details of	re
00	am gratified at the prompt manner in which all who	m	C=0 040	-	-	the plan, and provided no weighty objections can be	61
00	have been heard from have consented to attend, and a	Total receipts in one week,	£79,646	miles	1226	found against it, will at once adopt it and test its va-	I
of	hope is cherished that some arrangement, satisfactory	Equal to \$382,300, averaging of	on the ab	ove 196	Mi miles	lue by actual experiment. This currency warfare	
28-	to all parties, and beneficial to the public, may yet be	of Rail Road \$312 per mile.	About	40 per	cent	which has raged so much of late, must be ended, and	
	effected.	or two-fifths of the receipts," s	avs the	Londor	n Rail	it certainly cannot be ended during Mr. Tyler's rule,	.1
ny	The improved mode of intercommunication by rail-	way Magazine, "may be accou	inted for	Wear a	nd tear	except by the adoption of his plan or a plan not dif-	

Total estimated income - 4,380,000	the Presidents of the different companies, in the city	York and North Midland,	1655 72	231
	of Washington, on the 1st of January next; and I	tora and storm infalable,	1000 12	23
\$110,000	am gratified at the prompt manner in which all who	Total receipts in one week,	£79,646 miles	1226
Thus it will be seen that the embable assume of	have been heard from have consented to attend, and a	F 1. 8000 000		100000000
Thus it will be seen that the probable amount of expenditure will exceed the amount of revenue, as es-	hope is cherished that some arrangement, satisfactory	Equal to \$382,300, averaging of	on the above 12	26 miles
timated, by \$110,000.	to all parties, and beneficial to the public, may yet be	of Rail Road \$312 per mile.	About 40 pe	r cent.,
	effected.	or two-fifths of the receipts," so	ays the Londo	n Rail-
With this deficit presenting itself so palpably to my mind, I have essayed to infuse into the administration	The improved mode of intercommunication by rail-	way Magazine, "may be accou	inted for wear	and tear,
of the service a rigid economy; yet, with all the sav-	road and steam, operating under chartered rights	and the rest is profit to pay in net income of the above Rail F	legest of cost.	The
ings which it may be possible to make by the most ri-	granted by the States, and over which it is not pre-	stated, after deducting 40 per of	coads during tr	le Week
gid economy, I am satisfied the expenditure cannot be	tended that the General Government, much less the	mile, or 229,380 on the 1226 mil	ent. is about a	to/ per
reduced within the income, without either reducing	Post Office Department, can exercise any control, im-	927,760 per annum.	ica equivaient	10 211,
the transportation of the mail below the just wants of	poses upon Congress, in my opinion, new duties and			
the community, or in some other mode increasing the	obligations, which can only be cancelled by the adop-	It is to be observed that sever	ral of the work	s in the
revenue of the Department.	tion of some measure whereby the Post Office Depart-	above list are only in part open		
To continue the present amount of service, and ex-	ment may, upon adequate consideration, secure by	each rail road, as stated, is near	the actual nu	mber of
tend it with the growth and spread of our population,	compact the right to transport the mail in the care of	miles at present in operation.		
particularly in the West, the present revenue, with	railroad companies, and at the same time give to the Department the power to control the departure and ar-	The following are the retur	rns of passenge	ers con-/
its former charges, is evidently inadequate, and a re-		veyed in one week in October,	on some of th	ie abov
duction of that service greatly below its present stand-	There is now paid to the different railroad compa-	Rail Roads:		0 10 2020
ard would have to take place, unless Congress make	nies, annually, over \$400,000 for the service, without		man senal	
an appropriation from the public Treasury, which I	power in the Department to regulate the travel, arri-	Chester and Birkenhead,	5,356	765
neither ask nor desire to see made.	val, and departure of the mail; and constant and fre-	Eastern Counties,	25,192	2,170
Upon a view of all the circumstances, and with a	quent difficulties, both in entering into and the exe-	Glasgow and Ayr,	12,939	2,157
perfect sense of the delicate responsibility assumed, I	cution of contracts, are presented.	Glasgow and Paisley,	11,961	1,993
have felt myself imperiously called upon to exercise a	It has occurred to me that the present was a most	Great Western,	29,783	4,255
power vested by the act of 1825 in the Postmaster Gene-		Hull and Selby,	3.801	543
ral, and have readjusted the commissions heretofore	Congress, whereby to secure to the United States the	Lancaster and Preston,	2,314	331
allowed to deputy postmasters. By this regulation, a	right to transport the mail upon these roads in all time	London and Blackwell,	35,340	5,049
copy of which is annexed, there will be added to the		do and Brighton,	4,342	620
nett annual income of the Department about \$100,-	Office Department, by the advancement of a sum in	do and Croydon,	7,897	1.128
000. I thought it better to do this than either to ask	gross, which may be agreed upon, to each of these	do and Greenwich,	25,617	3,660
Congress for an appropriation, or to reduce the trans-	companies, or such of them as may be willing to con-	Manchester and Birminghan		1.546
portation of the mail below the just wants of the	tract. Many of the railroad companies, and some of	Midland Counties,	9,382	1.340
community.	them constituting most important links in the great	Northern and Eastern,	9.557	1,365
When it is known that this reduction has been made	chain of intercommunication between Boston and	North Union,	3.936	562
to enable the Department to send intelligence among	Charleston, owing to the great derangement of the	Preston and Wyre,	1,927	275
the people, by continuing and extending mail facili-		Ulster, (Belfast)	7,288	1.041
ties, and not in a spirit of parsimonious economy, the		York and N. Midland,	7,771	1,110
tiberal and enlightened of all sections will, I am per-	ing under embarrassments and difficulties, which the			-,,
suaded, approve what has been done; and I will not	aid of the General Government, applied in the way	To al 536 miles,	205,223	29,810
allow myself to believe that those whom it most imme-			The state of the s	20 Tollie
diately affects will view it in an illiberal spirit.	time secure to the United States the advantage and the	. Average per mile,	383	55
Should Congress, however, not approve of this mea-	ample equivalent of transporting the mail upon these			
sure, they will have it in their power, before the order		This number of passengers		
takes effect, to arrest its force; and will no doubt	The credit of the United States to an amount not	per day ou 8 miles of the Harle	m Rail Road,	4,290 on
adopt the necessary measures to require the reduction	greater than the sum necessary to produce, at five per	the Utica and Schenectady Ra	11 Road, (78 m	nies,) or
of mail service, or to provide the means of paying the		24,750 on the N. Y. and Erie F	Cail Road, (450	miles.)
balance which will be due to contractors at the end of	partment to these companies annually, would, I have		1	
the year.	no doubt, be sufficient to accomplish this desirable	New Total Abstinence Publi	ication Mr. H	C. De
the year.	10 10 10 10	town of Albana mbass and		

AN EXILE'S PROPHECY.

England! thy sun is setting!
Thy glory waxeth dim;
Thy Genius, her charge forgetting,
Chaunteth thy dying hymn!

England! thy heart is rotten! Corruption rankleth there; Soon wilt thou be forgotten, But as a race that were!

Look at thy population—
Hear ye that throttling sigh?
See ye not gaunt Starvation,
And the death glance of her eye?

What though thy pampered minions, Thy ministers and lords, Deal forth their grave opinions In fair and honeyed words? What though they hang around thee A drapery of steel? What though thy fleets surround thee? Yet thou hast nerves to feel!

And palsying death is stalking Along thy tife path now; And, in its noon-tide walking, Blancheth thy sadd'ning brow

Thy arrogance hath doomed thee To sure and sudden death! Thy vice, thy pride entomb thee Ere check'd by shortening breath!

And think'st thou, haughty nation, Thus verging on thine end, To meet thine own salvation By grasping at thine friend?

Mark thee! thy death-spasm, England, Doth in that last clutch lie! And nations round thee, England, Prepare to see thee die!

England! thy sun is setting!
Thy glory waxeth dim;
Thy Genius, her charge forgetting,
Chaunts forth thy dying hymn!

OPINIONS OF THE PRESS

From the Spring field (Mass.) Republican. From the Spring field (Mass.) Republican.

The President's Message will be found on the accompaying sheet, and a synopsis of the same in a column of the Republican; so that those of our readers who have not time to read the Message, can learn its substance from the synopsis. The President is plain and frank in the expression of his sentiments, some of which are sound and good, and none of which are we disposed to find fault with. It will be read, we think, with general approbation. His remarks on the foreign relations, state credit and the tariff, are especially acceptable. As to the financial project, it looks fair, but we are unable at this time, to give any opinion of its merits, or probability of success.

From the Philadelphia Am. Sentinel. From the Philadelphia Am. Sentinel.

National Currency.—It appears to us, that the public mind leans daily more and more in favor of the proposition of President Tyler, in relation to a national currency. We have heard of no flaring up with the leading party men, except in a solitary instance. The nation is waiting calmly for something that will tend to revive the energies of the people; and as party spirit is nearly hushed upon the subject, we may expect the members of Congress to act with becoming deliberation. All eyes are upon them, and expect they will not return home without bringing into existence some financial measure, wholly untrammelled by party politics.

From the American Sentinel. The President's Message .- President Tyler's Mes The President's Message.—President Tyler's Message appears daily to increase in popularity. Reasonable men of all parties seem to be abundantly satisfied with it. Its great and most commendable moderation, its lotty tone of patriotism, its conciliatory character and above all the genuine national feeling which it breathes have rendered it universally acceptable.—President Tyler has proved himself a Democrat in the true sense of the term. His republican parentage and schooling have not lost their influence upon him.

The "Fiscal Agent" we have little doubt, with immaterial modifications, will be adopted by Congress

found against it, will at once adopt it and test its value by actual experiment. This currency warfarwhich has raged so much of fate, must be ended, and
it certainly cannot be ended during Mr. Tyler's rule,
except by the adoption of his plan, or a plan not differing from it materially. Should it, on trial, prove
objectionable or inadequate to the objects aimed at,
let Congress, at some future day, annut and repeal it.
We regret that Congress will be obliged to adopt a
plan which may fail. It would be much better that
the currency question could be settled once for all, on
some plan, the operation of which is well known and
establ shed by experiment. The tranquility of our
nation and the regularity in matters relating to the
currency would no longer be disturbed by the periodical returns of this bitter and blighting currency warfare.

As to the President's scheme of the Fiscal Agent, we confies we are too much of a tyro in the nice questions offinance and currency to be able fully to anticipate its operation. There is too much of the Sub-Treasury principle in its provision for managing money affairs by Government officers—too much of patronage and power—to tickle our fancy, though it does not contain the seeds of Mr. Buchanan's odious project of reducing the wages of labor. If properly administored, it might equalize the rates of exchange between the commercial cities, but instead of aiding the currency of the interior, it might injure it by attracting specie into the vaults of the Government agencies. If President Tyler can conscientiously go so far towards the good old plan of a National Bank as to suggest several features of this new experiment, it seems to us to be unfortunate that he could not sign the last bill passed by Congress for regulating the currency which was proposed by his own consent, instead of vetoing it. We would then have had the advantageous, without the objectionable features of the present project. Mr. Benton opened in opposition to the scheme as soon as the message was presented, and denounced it.—Pennsylvania Republican.

From the Charleston Courier.

The President's Message.—This is decidedly the most respectable State paper, in tone, temper, and style of composition, that has emanated from President Tyler. In reference to our relations with Great Britain he takes a moderate yet firm and dignified stand.—The subject of the currency and his new plan of a fiscal agency for the Government, are of course the topics of chief interest. We await the fuller report of the Secretary of the Treasury before we decide on the merits of this new project. It is, however, another experiment on the most delicate and perilous of all subjects, and in relation to which the country has been already sickened and almost ruined by the experiments of financial tinkers. At first blush, it seems to be a Government Bank, with the power of paper issues in the shape of Treasury notes and certificates of deposite, and the right to deal in domestic exchanges; and its object to convert the Government into a great banking concern, and mammoth manufacturer of paper money.

manufacturer of paper money.

It proposes to be a panacca for all the disorders of our currency and exchanges, and if it realizes this promise, instead of proving a Pandora's box of mischief, we shall award its inventor his due share of merit and praise. The sentiments of President Tyler in relation to removals from office meet our cordial appropriate the sentiments of the sentiments of

Notice - Divine service may be expected at the Capitol on Sabbath next, at 11 o'clock, by one o the Chaplains to Congress.

MUTINY AND MURDER.

From the New Orleans Courier of Dec. 2.

Extract from the log of the brig Creole, which vessel arrived here this morning:

Left Richmond October 27, with 135 slaves, and 5 other 7th of November, at 8 p. m. the brig was hove to, supposing she would make the island of Abaco. On the 7th of November, at 8 p. m. the brig was hove to, supposing she would make the island of Abaco n. xt say. After the passengers, and such of the crew swere not on duty, had turned in—that is to say, about half past nine o'clock p. m.—the slaves on board rose and murdered Mr. Hewell, one of the passengers and one of their owners. This they did by stabbing him with a bowie knife; the slaves also wounded the captain and one of the hands dangerously, and the chief mate and another of the crew severely. Little defence was or could have been made, as neither passengers or crew were prepared for such an attack, and there was but one musket on board; while the slaves had pistols, knives, and bludgeons, made by cutting up handspikes. It is thought the whole plot was contrived before they left Richmond. After obtaining command of the vessel, the slaves broke open ranks, and ransacked everywhere. They, however, spared the lives of the surviving passengers, mates, and others, on condition they should be taked to an English island.

The Croole strived at Nassau, N. P. on the 9th November. The Consul of the United States had the Captain and two of the men immediately taken on shore, and their wounds dressed. The Governor of Nassau was requested to place a guard on board, to prevent the slaves going on shore. The request was complied with; and an investigation was held by the Magistrates of Nassau, when nineteen of the slaves were identified, as having been active in the mutiny and murder, and were put under temporary confinement, the Governor refusing to send them to the United States. The other 114 slaves were set at liberty by the authorities at Nassau.

The Captain of the Creole will, probably, recover of his wounds.

Nassau, November 14, 1841.

On the liberation of the negroes, a vessel was put up for Jamaica, to take emigrants, passage free, and a number of the revollers took passage.

REPORT OF THE SECRETARY OF WAR

This document shows that Mr. Spencer has applied his proverbial industry with great promptuees in discharge of the duties of his new station; and his direct and clear approach to the various and important topics of which he treats, instead of the circumlocution and mystification so common in official papers, will induce those to read and be informed, who would not be incorred, who would not be incorred, who would not be incorred, who would not be incorred to the middle of the paper by as lumber. We have neither space nor time for a general synopsis, but content ourself with a reference to some of the more prominent topes. We are pleased to find that, as there is to be a line of western posts, there is a recommendation from General Scott that two regiments shall be added to the Army. The Secretary speaks with decision, and well, in reference to the modes of keeping accounts, which are disgraceful to the Government and oppressive to all who have any with it. The Secretary is in his element in reference to the Indian schools, and we hope he will give them close attention.

We approve of a total severance of civil officers from military affairs, and think that the Quartermaster General does right to dispense with the use of a clothing bureau at Washington. The Secretary may perhaps find that the nation will not concur with his nas to the non-user of floating batteries in harbors; they cannot, in our judgment be dispensed with. But we must refer the reader to the eutire document.—N. Y. Standard.

PENNSYLVANIA LEAD.

PENNSYLVANIA LEAD.

The Lead Mine discovered near Sunbury is not as some suppose, one of the humbags of the day. Several miners have been engaged for the last six months, in driving gangways and making other excavations. During that time they have taken out about one hundred tons of good ore. We were informed by one of the miners that they have now extended the gangway almost two hundred feet into the hill, and that the vein of ore presents a breast of about five and a half feet. There are, in all, eight veins, imbedded in compact lineatone. These veins are plainly visible, cropping out, as the miners term it, on the top of the hill, ranging from five to twenty feet apart. The workmen say that two hands can take out about fifty tons of ore per month. This ore, we understand, has been analyzed in New York and Philadelphia, and found to yield from 60 to 80 per cent, depending upon the quality of the specimens tested. We have seen bullets cast from it, by smelting some of the ore in an iron ladie, over a common smith's fire. Those independent of the public that they have boughtout the rested in the work, intend to put up a smelting furnace early in the spring, when the whole matter will be fully and fairly tested.

**Autograph of Benjamin Franklin.—A receipt was and the public that they have on hand a very extensive assortment of Boots and Shoes of almost every description, which they here pledge them

Autograph of Benjamin Franklin.—A receipt was shown us on Saturday, in the hand-writing of this selves to sell much below their former reduced prices extraordinary man, of which the following is an exact copy: "April 22, 1732. Received of Mr. Janvier of New-

castle Ten shillings for one years News.
"B. FRANKLIN."

"B. Franklin."

In a biographical notice of Franklin, we read as follows: "In England he worked some time as a printer, but not receiving the promised assistance, he returned to Philadelphia in 1732, when he issued his first publication, 'Poor Richard's Almanack,' which became very popular, and shortly after added to his lab rs a newspaper." It was for a year's subscription to sail newspaper that the above receipt was given, and by the way, the money must have been paid in advance.—N. Y. Jour. of Com.

BRILLIANT SCHEMES To be Drawn in December, 1841.

J. G. GREGORY & CO., Managers.

\$30,000 Capital!

Fifteen drawn numbers out of 75.
GRAND CONSOLIDATED LOTTERY Class A, for 1841. To be drawn at Wilmington, Del. on Thursday, 23d December, 1841.

1 prize of	\$7,000	11	rize of	\$5,000
1 do	3,000	1	do	2,810
1 do	2,250	1	do	2,000
1 do -	1,750	1	do	1,600
1 do	1,500	-1	do	1,400
1 do	1,300	1	do	1,250

&c., &c.
Tickets \$10—Halves \$5—Quarters \$2 50.
ificates of packages of 25 whole tickets, \$130 00 Do. do. 25 half do. Do. do. 25 quarter do. \$40,000! \$15,000!

Fifteen Drawn Nos. out of Seventy-five.
GRAND CONSOLIDATED LOTTERY

Class B for 1841. To be drawn at Wilmington, Del. on Thursday,30th December, 1841. GRAND CAPITALS. \$40,000 !

\$15,000-\$10,000-\$6,000-\$5,000-\$3,000-\$2,320-

\$2,320—
30 prizes of \$1,000—60 of \$500—60 of \$300—
129 of \$200—65 of \$100—&c. &c.
76 Number Lottery—13 Drawn Ballots.
Tickets \$10—Halves \$5—Quarters \$2 50.
Certificates of Packages 26 Whole Tickets \$130
Do do 26 Half do 65
Do de 26 Quarter do 32 50
For tickets and shares, or certificates of package, in the above splendid Lotteries, address
J. G. GREGORY & CO., Monagers,
Washington city, D. C.
Drawings sent immediately after they are over, to call who order as above.
nov 20—2aw3wd&c

nov 20-2aw3wd&c

AGRICULTURAL SOCIETY OF THE UNI

Various parts of the Union, was, by permission of the House, held in the Representative Hall, at 4 o'clock P. M., on the 15th inst., when the Hon. James M Garnett, of Va., was called to the Chair, and J. F. Callan, of D. C., and R. E. Horner, of N. J., were consided Secretaries.

The Hon. Lewis F. L. nn, Mo.

Edmund Deberry, N. C.
Joseph Gales, Eaq., D. C.
Dr. James W. Thomson, Del.
Benj. V. French, Esq., Mass.
James T. Goford, Esq., Ill.
were made Vice Presidents.
The Chairman having, in a very neat and happy
manner, addressed the meeting, appointed
Hon. H. S. Ellsworth, D. C.

Hon. H. S. Ellsworth, D.C.

D. H. Lewis, Ala

Jas. A. Pearce, Md.

Zad.c Casey, Ill.

Geo. M. Keim, Penn.
John Jones, Esq., Del.
Peter Thacher, Esq., Mass.

a Committee to present a constitution for the government of the Society, who, having retired for a few moments, reported a constitution which was read and adopted.

dopted.

On motion, J. S. Skinner, Esq., Hon. Dixon H. Lewis, and Hon. H. L. Ellsworth were appointed by the Secretary, a committee to procure a copy of the Chairman's address for publication,

The Hon. Levi Woodbury, N. H.

Lewis F. Linn, Mo.

"Mm. C. Rives, Va.

"D. H. Lewis, Ala.

"W. C. Johnson, Md.

John Hassings, Ky.

"H. H. Ellsworth, D. C.

John S. Skinner, E. q., D. C.

J. F. Callan, D. G.,

were appointed a Committee to select the officers of

of his wounds.

We have been favored with the copy of the following extracts of a letter from the American Consul at Nassau to Mr. Hale, editor of the New York Journal of Commerce:

J. F. Callan, D. C.,
were appointed a Committee to select the officers of the Society, to serve until the first general meeting and exhibition, on the 4th day of May neri, (1842).
On motion of Mr. Torry, of Boston, Massachusetts, it was

Nassau, November 14, 1841.

By her Majesty's subjects, and the authorities of the colony, the slaves of the Creole were considered and treated as passengers, they being allowed to go on shore in boats tendered to them from shore. The American Consul remonstrated against this, inamuch as the slaves were American property, and had no more right to be removed from the vessel than the cargo of tobacco.

The Captam of the C. is convalescent and doing well so are the other wounded. country.

A number of persons enrolled their nat. es as members; the meeting was graced by the presence of many ladies. It was

Ordered, That the proceedings be published in all

REPORT OF THE SECRETARY OF WAR

The city papers, and the meeting adjourned the city papers.

It would appear from the following article in the Sunbury American that there is a fair promise that tead will be added to the list of mineral resources in which the State of Pennsylvania abounds so abunture of the state of Pennsylvania abounds so abunture. The Members of Congress, and other dially invited to occupy any seats they may find convenient, in Dr. Lowrie's Church on F street; the pulpitof which, is now supplied by the Rev. Sept must Tuston. The Lead Mine discovered near Sunbury is not as 3, P. M.

in these times of exigency. In the purchase of Mr. Ford's stock there is a quan-In the purchase of Mr. Ford's stock there is a quantity of various kinds of shoes, which are rather out of the present fashion, which will be sold at from 50 to 75 cents per pair. Those who are not very particular as to shape will find great bargains in these shoes.

Our stock consists, in part, of the following articles,

Gentlemens' fine Dress Boots Pump sole do Cork sole do Water-proof Double sole do Common Perged do Pump Sole Perged do fine Dress Bootees do Double sole do do Single sole do
Common Double do
Gumelastic Overshoes, with leather soles, a new article Plain and figured India rubber Shoes Do India rubber Shoes fine and Dress Boots do Double sole do

coarse Water-proof do fine Dress Bootees and Pumps common do black and colored Gaiter Boots white and black Satin Slippers black and colored Morecco do high and low do Walking Shores

Shoes
high and low Lea her Whalking
Shoes
plain and fur-bound Rubber Shoes Da with leather soles

Misses and Children's Leather and Morocco Boots
Do high and low Walking Shoes
Do black and colored Morocco
Slippers
Do India rubber Over-shoes

do do fur-bound and plain, with leather soles

With a general assortment of leather shoes of every description for Servants, Men, Women, and Chil-dren, which will be sold at the lowest prices possible for the cash.

Our object is to sell for cash, and we hereby de-clare that no establishment whatever can undersell us, as our goods are purchased at headquarters.

We also manufacture every article in the line of our profession. Having the best materials the coun

We also manufacture every article in the line of our profession. Having the best materials the country affords, and our workmen being unsurpassed, wheatiate not in saying that those who favor us with their orders may depend on having articles inferior to none in this or in any other country.

Also, 2 pieces India Rubbed Cloth on hand, 3.4 and 4.4 wide, for carriage makers use, which will be sold low.

W. WHITNEY.

dee 17—3t W. T. GRIFFIN

THEOLOGICAL COLLOQUIES, by Rev T. C. Thornton, complete in one volume octave, being a Compendium of Christian Divinity; speculative and practical, founded on Scripture and Reason, designed to aid the heads of families; young men about to enter the Ministry and the youth of both Sexes, or their offerts to obtain and compunicate a knowledge. their efforts to obtain and communicate a knowled, of true picty. Just received and for sale by june F. TAYLOR